

Appendix E

Operating Plan Summary

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This weekday operating plan was used for environmental impact analysis in the Final Environmental Impact Statement (Final EIS) for the East Link Project. By year 2020, East Link is proposed to be constructed from Seattle to an interim terminus, either the Hospital Station in Segment C or another station in Segment D. For year 2030, the service plan was analyzed to operate between Seattle and the Redmond terminus station.

The assumed weekday operating plan in 2020 has the following service patterns:

- Peak periods (6:00 a.m. to 8:30 a.m. and 3:00 p.m. to 6:30 p.m.): three-car trains every 8 minutes.
- Midday (8:30 a.m. to 3:00 p.m.) and early evening (6:30 p.m. to 10:00 p.m.): three-car trains every 12 minutes.
- Early morning (5:00 a.m. to 6:00 a.m.) and late evening (10:00 p.m. to 1:00 a.m.): three-car trains with 15-minute headway.

The assumed Saturday and Sunday operating plan in 2020 is three-car trains with 15-minute headway in the early morning and late evening, and three-car trains with 12-minute headway for the midday period (8:00 a.m. to 10:00 p.m.).

The assumed weekday operating plan in 2030 has the following service patterns:

- Peak periods (6:00 a.m. to 8:30 a.m. and 3:00 p.m. to 6:30 p.m.): three-car trains every 7 minutes.
- Midday (8:30 a.m. to 3:00 p.m.) and early evening (6:30 p.m. to 10:00 p.m.): three-car trains with 10-minute headway.
- Early morning (5:00 a.m. to 6:00 a.m.) and late evening (10:00 p.m. to 1:00 a.m.): three-car trains with 15-minute headway.

The assumed Saturday and Sunday operating plan in 2030 is three-car trains with 15-minute headway in the early morning and late evening, and three-car trains with 10-minute headway for the midday period (8:00 a.m. to 10:00 p.m.).

Table E-1 lists the days and hours when each service pattern would operate. Service would be more specifically tailored to the transition periods (for example, between early morning and peak hour).

TABLE E-1
Assumed East Link Operating Schedule

	From	To	Number of Hours	Service Type
Weekday	5:00 a.m.	6:00 a.m.	1.0	Early/late
	6:00 a.m.	8:30 a.m.	2.5	Peak
	8:30 a.m.	3:00 p.m.	6.5	Base
	3:00 p.m.	6:30 p.m.	3.5	Peak
	6:30 p.m.	10:00 p.m.	3.5	Base
	10:00 p.m.	1:00 a.m.	3.0	Early/late
Saturday	5:00 a.m.	8:00 a.m.	3.0	Early/late
	8:00 a.m.	10:00 p.m.	14.0	Base
	10:00 p.m.	1:00 a.m.	3.0	Early/late
Sunday	6:00 a.m.	8:00 a.m.	2.0	Early/late
	8:00 a.m.	10:00 p.m.	14.0	Base
	10:00 p.m.	12:00 a.m.	2.0	Early/late

Train lengths are based on projected ridership and the following loading standards: maximum vehicle load factors (riders per seat) of approximately one during the midday and early/late service periods and two during peak periods (74 seats per vehicle). Operating schedules and train lengths would be adjusted in response to actual ridership.

